

1.2 Modify procedures to eliminate SERFR

Recommendation 1: The Select Committee recommends that, for SFO southern arrivals, the FAA develop modifications to the existing procedures using the BSR and SERFR ground tracks. Those modified procedures shall:

1. Result in an equivalent or better noise profile than the historic BSR procedure for the population on the ground along its entire route;
2. Use flight altitudes at least as high as (and preferably higher) than the historic BSR procedure along its entire route;
3. Start from a point over the Monterey Bay and reach the shoreline at an altitude no lower than 12,500ft MSL;
4. Utilize a new waypoint equivalent to EDDYY at or above 6,000 feet to insure flights cross the MENLO waypoint at or above 5,000 feet and maintain idle power until HEMON;
5. Prioritize and adhere as closely as possible to an OPD terminating at HEMON;
6. Incorporate a modification to Class B airspace if needed;
7. Use flight altitudes that are as high as possible while still allowing idle-power flight;
8. Be designed to avoid the use of speed brakes;
9. Be efficient within the limits of meeting the noise criteria and other perimeters outlined here; and
9. Be subject to future capacity limitations, particularly during nighttime hours and when vectoring exceeds current levels.

After modifying and analyzing these two procedures, the FAA shall determine which of the two procedures will generate the least noise impacts for persons residing beneath them and implement that modified procedure. The analysis shall include both DNL and peak noise calculations.

Recommendation 2:

1. Within three months of completing the implementation of the new procedure, the FAA will meet with the Ad-Hoc Subcommittee referred to in Item 3.1 to review whether the new procedure has resulted in an equivalent or better noise profile than the historic BSR procedure. The permanent committee referred to in Item 3.2 will continue to monitor the implementation of the new procedure.
2. The FAA will work with the Ad-Hoc Subcommittee, the permanent committee, and the affected communities to make adjustments in the new procedures if needed to reduce its noise impact.
3. The FAA, in consultation with the permanent committee and the community, will search for and develop a new flight procedure that further reduces the health and noise impacts on the ground to the greatest possible extent.